operators in Cellular (other than 4 metro cities) and basic telecom services. Actual details will be known after opening of the financial bids for the tenders already invited for the services.

Defective laying of pipelines for transportation of crude oil

327. SHRI TARA CHARAN MAJUMDAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that the pipe lines for carrying out transportation of crude oil from Lakue oil field to refineries outside the district of Sibsagar has been laid in violation of the provisions of Section 7(1)(d) of the Petroleum and Minerals Pipelines (Acquisition of Rights and User in Land) Act, 1962;

(b) if so, what are the details thereof;

(c) whether it is also a fact that pipelines were laid just below one foot of the surface instead of one meter as provided by law;

(d) whether Government will conduct an inquiry by the appropriate authority in this regard; and

(e) what action has been taken by Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPTAIN SATISH SHARMA): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) and (e) Do not arise.

Train accidents

328. SHRI TRILOKI NATH CHATURVEDI:
DR. MURLI MANOHAR JOSHI:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the railway accidents in the country in 1994 and so far in 1995;

(b) the number of persons killed and injured in each of the accident and the actual amount paid respectively to each victim;

(c) the details of accidents apparently caused by human failure and the number of accidents caused by other reasons;

(d) what is the percentage of increase in railway accidents and deaths during the past three years;

(e) the loss incurred by railways each year in the last three years due to accidents; and

(f) the details of steps taken to prevent accidents and ensure safe railway journey?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) During the period 1.1.1994 to 30.6.1995, there were 722 consequential train accidents on the Indian Railways comprising 52 collisions, 563 derailments, 99 accidents at level crossings and 8 cases of fire in trains.

(b) 510 persons lost their lives and 1078 sustained injuries in these accidents. So far, Rs. 72,84,907/- has been paid as compensation and Rs. 18,51,700/- has been paid as ex-gratia relief. The rest of the cases are under adjudication and payment will be made as soon as decrees are passed by the Railway Claims Tribunal.

The compensation in case of death and permanent disability is Rs. 2 lakhs and in case of injuries, the minimum compensation is Rs. 16,000/- and the maximum is Rs. 1,80,000/-.

(c) As per provisional information, majority of the accidents were due to failure of railway staff (489 cases), failure of persons other than railway staff (103 cases) and equipment failure (73 cases).

(d) The number of train accidents decreased by 5.5% from 530 during 1991-

92 to 501 during 1994-95. The total number of passengers and railway staff who lost their lives in railway accidents decreased by 12.7% from 118 in 1991-92 to 103 in 1994-95. The number of road users who lost their lives, mainly in accidents at level crossings, increased from 111 to 200 during the above period.

(e) The cost of damage to railway property in train accidents during 1992-93, 1993-94 and 1994-95 has been Rs. 66.10 crores, Rs. 57.09 crores and Rs. 72.51 crores (provisional) respectively.

(f) Some of the steps taken to improve safety performance of Indian Railways are indicated below:—

i) Nearly 17,000 drivers with less than 10 years active driving service and 40,000 station staff have been subjected to special screening and those found deficient were given crash training.

ii) Two high-level safety teams have been making extensive spot checks and inspections of field installations and practices.

iii) Stringent penalty to the extent of dismissal or removal from service is being imposed on staff causing serious train accidents.

iv) Elimination of collisions has been made one of the mission areas for General Managers of the Indian Railways.

v) Instant Action Groups have been formed on certain nominated trains to check entry of unauthorised passengers in reserved coaches and carrying inflammable/explosive material.

vi) Carriage and Wagon examination of rolling stock has been strengthened and rationalised.

vii) Track circuiting works on Rajdhani and Shatabdi routes have been speeded up.

viii) Track renewals on all important routes are being liquidated.

ix) Regular inspections are carried out by Officers, inspectors and supervisors to ensure that the staff follow the correct rules and procedures.

x) Modern safety aids like track circuiting, panel interlocking, exle counters, etc. have been provided to improve safety.

Surplus railway land

329. SHRI JOYANTA ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have under consideration any proposal of leasing out surplus Railway land in the metropolitan cities like Calcutta, Delhi, Bangalore and Madras;

(b) if so, the details of the proposals;

(c) whether any industrial houses or foreign investors including NRIs have since approached Government with any proposals;

(d) if so, the details thereof; and

(e) the response of Government thereto?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir.

(b) to (e) Do not arise.

वनों में आग लगना

330. श्री महेश्वर सिंह: क्या पर्यावरण और वन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि इस वर्ष विभिन्न राज्यों में वनों में आग लगने से करोड़ों रुपये की क्षति हुई है;

(ख) यदि हां, तो इससे हुई क्षति का राज्य-वार ब्यौरा क्या है; और

(ग) सरकार द्वारा जंगलों को आग से होने वाली क्षति से बचाने हेतु क्या कदम उठाए जा रहे हैं?

पर्यावरण और वन मंत्रालय के राज्य मंत्री (श्री कमल नाथ): (क) और (ख) राज्य सरकारों और संघ राज्य क्षेत्रों से सूचना एकत्र की जा रही है और सदन के पटल पर रख दी जाएगी।